



Civil Aviation Authority of Malaysia
CIVIL AVIATION CIRCULAR (CAC)

Date: 12/07/21
Ref No: CAC 04/2021

CAC REFERENCE NUMBER:	CAC 04/2021
APPLICABILITY:	FLIGHT OPERATIONS
EFFECTIVE DATE:	12/07/2021
DOCUMENT EFFECTED:	CAD 6 PART I – CAT

Mode S Avionics Compliant with Enhanced Surveillance (EHS)

1 INTRODUCTION

- 1.1 This Civil Aviation Circular (CAC) is issued by the Chief Executive Officer (CEO) of the Civil Aviation Authority of Malaysia, as CAC 04/2021, in exercise of the powers conferred by section 24o of the Civil Aviation Act 1969 [Act 3].
- 1.2 A CAC is a legally binding document that supersedes current published standards, requirements, procedures, or guidelines in the CAD.
- 1.3 The standards, requirements, procedures, or guidelines stated in this CAC will be incorporated into the relevant CAD in the next planned revision cycle.
- 1.4 Without prejudice, any revision(s) in this CAC is only applicable to the aforementioned chapter or paragraph of the CAD related herewith thereto.

2 CAD 6 Part I – CAT: Requirements for pressure-altitude reporting transponders / altitude alerting system

- 2.1 The following paragraph will be added to sub chapter 6.20 of CAD 6 Part I – CAT.

Registered aircraft with a maximum certified take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots, with a date of manufacture on or after 1 January 2022 shall be equipped with Mode S avionics compliant with Enhanced Surveillance (EHS).

2.2 Reason for change:

- a) **Improved situation awareness.** A clearer air situation picture, enhanced tracking and access to pertinent information direct from the aircraft enables the controller to benefit from quicker and more accurate recognition of airborne events.
- b) **Progressive reduction of R/T workload per flight.** There is scope for R/T usage between controller and individual flight under service to be reduced following the progressive introduction of Mode S Enhanced Surveillance. It applies in particular to the current requirement for SSR code verification procedures and also where system enhancements and/or the display of downlink



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aircraft parameters obviate the need for certain voice communication exchanges, e.g. "ABC123, report heading".

- c) **Safety enhancement.** Access by controllers to aircraft intent Downlinked Aircraft Parameters, such as Selected Altitude enables cross-checking of climb/descent instructions and helps the early identification of potential level bust incidents.

3 INCORPORATING CHANGES INTO CADs AND/OR CAGMs

- 3.1 The changes stated in this CAC will be incorporated into the next revision of the applicable CAD.

(Captain Chester Voo Chee Soon)
Chief Executive Officer
Civil Aviation Authority of Malaysia